

February 28, 1917

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ILFORD LANE, STRAND, LONDON, W.C.

THE ILLUSTRATED WAR NEWS.  
MARCH 7, 1917.

EACH NUMBER COMPLETE IN ITSELF.

New Series. — PART 39

THE ILLUSTRATED

7d

WAR NEWS



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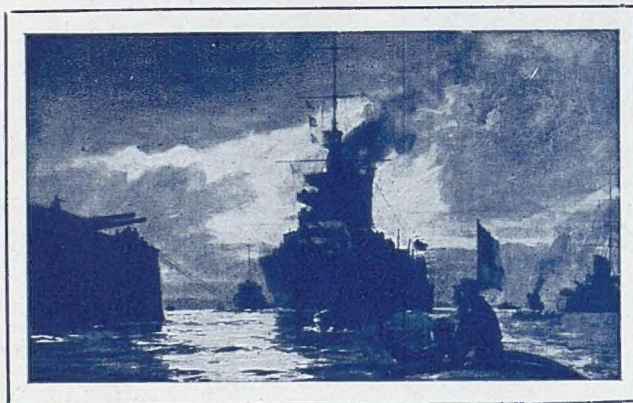
## GREAT WAR DEEDS

OF

### THE ROYAL NAVY

AND

### THE BRITISH ARMY



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AND SCENES  
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TRANSPORT.  
RUSSIANS ON  
FRONT.  
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THE FRENCH, BR  
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Every Friday.]

PUBLISHING OFFICE: 172, STRAN



March 7, 1917

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BRITISH ARMY



LANCERS AT MONS.

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March 7, 1917

THE ILLUSTRATED WAR NEWS.

[Part 39  
New Series]—III

# The Illustrated London News

of MARCH 3 contains illustrations of—

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| THE RECAPTOR OF KUT: MAJOR-GENERAL SIR F. STANLEY MAUDE, COMMANDING IN MESOPOTAMIA.                             | SEALS ENTERTAINING WOUNDED.  |
| ONCE MORE IN BRITISH HANDS—KUT: AND SCENES OF OUR ADVANCE.  | FIRING 15-INCH GUNS ON BOARD ONE OF OUR LATEST BATTLE-SHIPS.   |
| THE DANUBE AND ROUMANIAN TRANSPORT.   | A FLOATING REPAIR-SHOP IN THE HARBOUR OF SALONIKA.   |
| RUSSIANS ON THE CHAMPAGNE FRONT.  | A GERMAN PRISONER, TAKEN IN A TRENCH-RAID, BROUGHT BEFORE A BRITISH OFFICER IN HIS FRONT LINE DUG-OUT. |
| PERSONALITIES OF WAR-TIME.  | BRITISH WOUNDED COMING BACK AFTER A FIGHT IN THE SNOW ON THE ANCRE.                                    |
| THE FRENCH, BRITISH, ITALIAN, AND RUSSIAN FLAGS BEING SALUTED BY GREEK TROOPS IN THE ZAPPEION SQUARE AT ATHENS. | A MONSTER OF THE BRITISH ARTILLERY IN THE MAKING: A HEAVY GUN IN AN ORDNANCE FACTORY.                  |
| SCENES IN GERMAN EAST AFRICA.   | OFFICERS ON THE ROLL OF HONOUR.  |
| "KILLING" A U-BOAT: "M.L.'S" DEALING WITH AN ENEMY SUBMARINE.   | Etc. Etc. Etc.   |

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# THE WAR





Feb. 28, 1917

Machinery.



TION; A NEAR VIEW.

shown in this pair of photographs by the French, who are here seen cutting shallow shelter-trenches, of the universal pattern in vogue machine is used in making the

[French Official Photographs.]

ED LONDON NEWS AND SKETCH, LTD.,  
—WEDNESDAY, FEB. 28, 1917.

*The Illustrated War News, March 7, 1917.—Part 39, New Series.*

# The Illustrated War News



HIS LATEST PORTRAIT: SIR WILLIAM ROBERTSON, CHIEF OF THE IMPERIAL GENERAL STAFF.

*Photograph by Elliott and Fry.*



**IMPORTANT NOTICE: "THE ILLUSTRATED WAR NEWS."**

Beginning with the issue dated March 14, the price of "The Illustrated War News" will be raised to eightpence. This has been made necessary by the further increase in the cost of paper, due to the new restrictions on imports, and by the cost of other materials, of labour, and of transport. We feel sure that our readers will prefer the slight increase in the price rather than any diminution in the size of the Paper, which will be maintained at its present high standard of illustrations and letterpress. Our readers will note, also, that none of the editorial space is occupied by advertisements. The normal price of sixpence will be resumed as soon as possible.

**THE GREAT WAR.**

By W. DOUGLAS NEWTON.

**THE ANCRE BREAK THROUGH—POSSIBILITIES; THE MASTERSTROKE AT KUT.**

**O**BVIOUSLY it was not a very grateful task for a writer to discuss, last week-end, the big new movement then beginning on the Ancre, for the very plain reason that that movement was going ahead almost faster than military critics

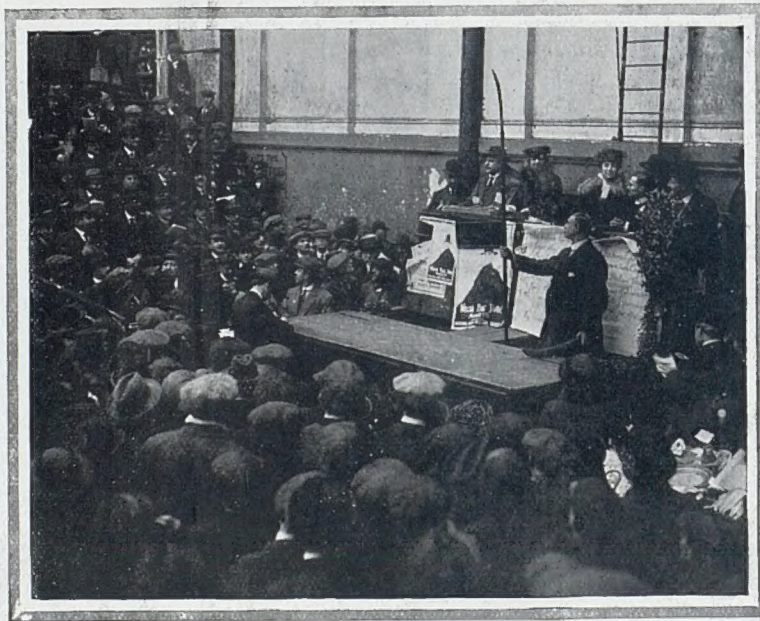
could form final opinions. Even this week-end I do not feel the situation is any more comfortable for the note-writer; for though we have been able to see something of the scope, depth, and manner of the German retreat on both banks of the Ancre, we have yet to find definite signs of the movement running down, and, what is more important, the Germans have yet to give some indication of their final halting-place, the dispositions of their new works of defence, and the strength of that organisation for resistance.

The retreat, discussed in a broad sense, however, has some very precise and optimistic truths attached to it, though, also, it suggests disadvantages and drags in its wake all manner of speculations, most of them concerned with the dark and Prussian tricks Hindenburg may have up his military sleeve. The main points of the matter are that, after being rather badly handled at their centre—at the Miraumonts—and after having lost and vainly tried to recover those capital positions, the Germans began a stealthy evacuation on an eleven-mile front running from beneath Gomme-

court to a point east of Gueudecourt. The reason given for this night-flitting was that the mud was too abominable for words—an excellent German reason, no doubt. The retirement, on the whole, seems to have been carried out well, and without

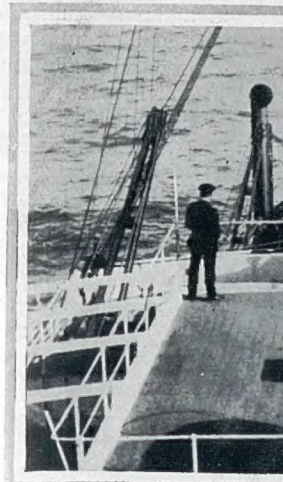
dangerous engagement, though the French experts suggest that the conditions were rather more exacting for the enemy than British communiqués imply. Small groups of machine-gunners and snipers were left at strong posts, with the order to defend themselves to the last. They surrendered themselves at the last, after, it must be said, putting up good fights

at points. The rendezvous of the retreating troops appears to have been in lines on the circle of hills barring our way to Bapaume and the open country beyond Bapaume, a ridge of hills rather lower than the Thiépval-Beaumont-Hamel heights, but giving better scope than the disadvantageous ground that has been the German lot since the Somme. Whatever the German intention as regards this new line may have been, and may still be, the plans do not seem to have worked out as automatically and sweetly as a good German General would wish. In spite of the abrupt extension of our zone—and the communications feeding it—our troops appear to have been a trifle too precipitate for the Germans, and it was necessary for them to fight very stiffly at such critical joints of their line as



MISS OLWEN LLOYD GEORGE AS AUCTIONEER ON WELSH FLAG DAY: SELLING ARTICLES OF VALUE GIVEN BY FRIENDS, IN THE FLORAL HALL, COVENT GARDEN MARKET.—[Photograph by Topical.]

the Serre defences, the woods and at Gommecourt. I think places is worth noting. It was if it was futile. It was a delaying action, and because it gives ground for interest meant that our troops could



A KEEN LOOK-OUT FOR SUBMARINES OF AN OUTWARD-BOUND SHIP.

Two officers are seen on the watch-tower. In addition, there are three look-out posts, one in the crow's-nest.

they had cleared, and that was hard in order to extricate them. That we have rather rudely planned, which had carefully planned positions on the wrong side. That is, Gommecourt and the line have formed part of the scheme of defences had the most unaccommodatingly, our way into them and the new line. It might even be that the fall of Gommecourt see the retirement taken by an additional German from the line straightened out north as Arras.

This, however, remains to be proved. The riddle facing us is to find the meaning, reach a conclusion of this general expected retreat. On the other hand—that is, as a tactical matter—it seems to me that the retreat is simple enough. The Germans were forced to retreat and the British applied the same principle. The immediate cause seems to have been the breaking of the enemy centre in the Miraumont area, as well as our movement round the flanks at Serre. The advances turned the line, and the Germans were aware of the muddy conditions and sent them back.



## WAR NEWS.

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### STROKE AT KUT.

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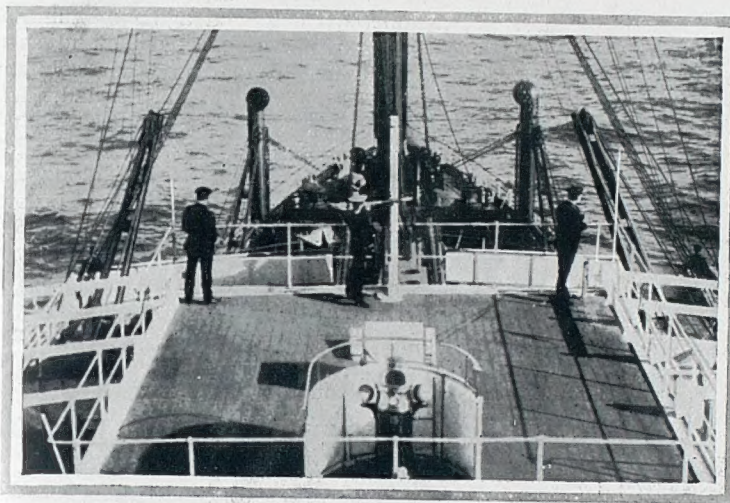
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the Serre defences, the works in and about Puisieux, and at Gommecourt. I think the fighting in these places is worth noting. It was strong and vigorous, if it was futile. It was more than mere snipers' delaying action, and because of this I think it gives ground for interesting speculation. It may mean that our troops caught the Germans before

There are larger considerations, however, than the tactical meaning of the movement, and these are—What part will such a retreat play in the scheme of events, and is there any "overt" intention on the part of the Germans? It is said that this retirement is a counter-move, designed to check our imminent offensive. It may be that,

for it has an air of shrewdness when regarded in this light. It seems timed to disorganise our schemes just at a juncture when these schemes are organised to deal a blow against a certain point at a certain time—that is, we must reorganise our gun-positions, roads, supplies, trenches, and the rest, to aim at a point further back. This may mean delay, but the delay may be of less duration than most people imagine. Moreover, our assault need not be pinned absolutely to the Ancre-Somme front. Another consideration is that the Germans aim to shorten their line in order to strengthen their defence, both as regards men and fortifications. The only answer I need give to that is that nothing could have been stronger than the lines the Germans held at Fricourt, Combles, Thiepval, and the rest. A third suggestion is that Hindenburg

needs a short line, not for defence so much as attack. He is massing an effective army of a million or so in order to make a final and enormous stroke at the Allies, either with the object of gaining Paris (though that seems objectless enough) or smashing the Russians. The next



A KEEN LOOK-OUT FOR SUBMARINES: A VIEW OF THE FLYING BRIDGE OF AN OUTWARD-BOUND ORIENT LINE MAIL STEAMER.

Two officers are seen on the watch, with the quartermaster attending to signals. In addition, there are three look-out men—one on each side of the lower bridge, and one in the crow's-nest.—[Photograph by Sport and General.]

they had cleared, and that the enemy had to fight hard in order to extricate himself; or it may mean that we have rather rudely spoiled a neat German plan, which had carefully scheduled the British positions on the *wrong* side of the places named. That is, Gommecourt and Puisieux may very well have formed part of the new scheme of defences had we not, most unaccommodatingly, broken our way into them and thus into the new line. It might even mean that the fall of Gommecourt will see the retirement taken over on an additional German front, and the line straightened out as far north as Arras.

This, however, remains to be proved. The riddle facing us now is to find the meaning, reason, and conclusion of this generally unexpected retreat. On the face of it—that is, as a tactical measure—it seems to me that the reason of the retreat is simple enough. The Germans were forced to retreat, and the British applied the force. The immediate cause seems to have been the breaking of the enemy centre in the Miraumont area, as well as our movements round the flanks at Serre. These advances turned the line, made the Germans aware of the muddy condition of the ground, and sent them back.

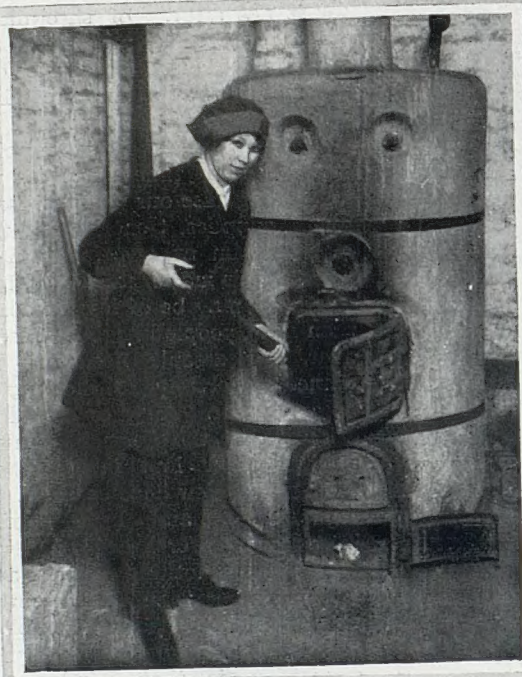


A KEEN LOOK-OUT FOR SUBMARINES: ON THE WATCH ON AN ORIENT LINE MAIL STEAMER WHILE PASSING THROUGH DANGEROUS WATERS ON HER OUTWARD JOURNEY.—[Photograph by Sport and General.]

few weeks should show how much fact there is in this suggestion. On the whole, it is feasible, though one must admit that on fronts so enormous,



and facing a series of enemies all planning offensives, the policy of weakening (for that is what it must mean) his general line for the sake of a coup that offers no logical chances of ending the war does not seem commendable. The final point we have to examine is the extent of the German



AT AN ESTABLISHMENT IN THE WEST END OF LONDON:  
A WOMAN STOKER.—[Photograph by Record Press.]

retirement. Behind Bapaume is the entire scheme of main line and field railways which carry the life's blood of the German fronts. For the British to thrust into this system—to Cambrai and beyond—would be fatal to the German plan in France and Flanders. It would seem that, at all costs, this maze of lines must be defended. But even that will not be easy. Readjustments of the line will be made, but any system of readjustment and recombination will not give the Germans the sense of security they ought to possess if they are to carry on war efficiently and satisfactorily. A glance at the map will show that nearly all suggested re-formations of lines—Arras-Cambrai, Cambrai-Péronne, and the like—will do little more than leave large exposed flanks to the urgent and attacking Allies. The situation in the West is not at all happy for the Germans.

Together with the advance on the Somme has come the news of the considerable and more militant victory of Sir Stanley Maude's force in Mesopotamia. The Mesopotamian expedition, whatever its defects, has always given us some very good examples of military skill (it is to be hoped that General Townshend's work will not be hidden by the melancholy sequel at Kut), and General Maude's work during the past month or so deserves to rank with the best lessons of the war. The recapture of Kut was the fruit of handling quite brilliant in its ability. Having driven the Turks to earth at the strong Shumran

Bend, their attention was very ably diverted by a resolute attack on the difficult Sanna-i-Yat position. The attack had some success, but it was not a complete success, and the Turks seemed elated and over-confident. Noting we were preparing to come again at Sanna-i-Yat, and feeling certain they held us strongly at Shumran, they diverted supports across the Kut peninsula to face us at Sanna-i-Yat. There was an attack here, but the real assault was delivered against Shumran, the river was forced with great skill, and as a result we threatened to interpose our columns between the Turks east of Kut and Bagdad. The result was inevitable; Kut fell without siege, and under our threat something like a panic attacked the Turks. The defeated enemy fled along the Bagdad road and along the Tigris, pursued by our cavalry, infantry, and river flotilla. Much booty has been left behind and many prisoners, and howitzers have been dumped into the Tigris.

Of general news, the most important item to review is, perhaps, the sinking of the Cunard liner *Laconia* by submarine. Two American citizens lost their lives through this piece of lawlessness, and the attack on the vessel, as well as the loss of life, is considered to supply that "overt act" which should send America into the war against Germany. In addition to the sinking of the *Laconia* and other vessels, German destroyers raided across Channel and fired on "the frowning fortresses of Margate and Broadstairs," and,



A SEVENTEEN-YEAR-OLD INSTRUCTOR: CADET SERGEANT-MAJOR J. COOK, A MUSKETRY-INSTRUCTOR TO THE ROYAL WARWICKSHIRE CADET INFANTRY BRIGADE.

[Photograph by C.N.]

later, an aeroplane made a bombing raid on the same places. Unfortunately, there were a few deaths, women and children being the sufferers once again.

LONDON: MARCH 3, 1917.



New



#### BEATTY'S SECOND

It transpired a few days later that the authorities released for publication the fact that Admiral Sir Charles Madden, Second in Command of the Home Fleet, and William Pakenham is in command of the fleet. It will be recalled that Sir



was very ably diverted by the difficult Sanna-i-Yat had some success, but it was less, and the Turks seemed to be in a better position. Noting we were pre-occupied at Sanna-i-Yat, and feeling strongly at Shumran, they crossed the Kut peninsula to face us. There was an attack here, but it was delivered against Shumran, and with great skill, and as a result to interpose our columns east of Kut and Bagdad. The British; Kut fell without siege, and something like a panic attacked the defeated enemy fled along the banks of the Tigris, pursued by our river flotilla. Much booty was taken and many prisoners, and were dumped into the Tigris. The most important item to be noted is the sinking of the Cunard liner Lusitania. Two American citizens were killed in this piece of lawlessness, the vessel, as well as the loss of the ship, to supply that "overt act" which brought America into the war against Germany. In addition to the sinking of the Lusitania, German destroyers were sent to the coast and fired on "the frowning cliffs and Broadstairs," and,



AD INSTRUCTOR: CADET SERGEANT-SKISTRY-INSTRUCTOR TO THE ROYAL CADET INFANTRY BRIGADE.  
Photograph by C.N.

made a bombing raid on the town. Fortunately, there were a few children being the sufferers.

LONDON: MARCH 3, 1917.

## Newly Revealed Commands in the Grand fleet.



### BEATTY'S SECOND IN COMMAND; THE BATTLE-CRUISERS' CHIEF: ADMIRALS MADDEN AND PAKENHAM.

It transpired a few days ago, when the Canadian War Records authorities released for publication certain naval photographs, that Admiral Sir Charles Madden (seen on the left above) is now Second in Command of the Grand Fleet, while Rear-Admiral Sir William Pakenham is in command of the Battle-Cruiser Fleet. It will be recalled that Sir John Jellicoe, on becoming First Sea

Lord, relinquished the command of the Grand Fleet to Sir David Beatty at the end of November. Sir Charles Madden was Admiral Jellicoe's Chief of the Staff on board the "Iron Duke." Sir William Pakenham was Admiral Beatty's Second in Command in the Battle-Cruiser Fleet. At the Battle of Jutland he flew his flag in the "New Zealand."—[Canadian War Records. Copyright Reserved.]





## Our Seaplanes' Daily Cruising Service off the Coast, on the



ABOUT TO LAND: THE CURVING WAKE OF FOAM AS THE PLANE  
A seaplane is in essentials an aeroplane of normal type fitted with cigar-shaped, tubular floats beneath the body of the structure in place of the wheeled chassis of the land-service machine. There is also a general resemblance in methods of managing seaplanes and their land counterparts in motion. As shown here, a seaplane returns to the hangar just as an

ALIGHTING ON THE SURFACE,  
aeroplane, on reaching ground, "taxi" on the surface round to the landing-stage. the seaplane as it bends its course to



# Patrol Service off the Coast, on the Watch for U-Boats.



ING WAKE OF FOAM AS THE PLANE

tubular floats beneath the body of the  
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ALIGHTING ON THE SURFACE, MAKES FOR ITS JETTY.

seaplane, on reaching ground, "taxi" in a curve while slowing down to the entrance of its shed, by propelling itself over  
the surface round to the landing-stage. The illustration (a photograph in mid-air from another aircraft) shows the curving wake  
the seaplane as it bends its course towards one of the jetties where men, waiting to haul the plane up, are visible as dots.



## Winter Sports for British Prisoners in Switzerland.



### INTERNEED BRITISH SOLDIERS AT CHÂTEAU D'OEX: AN ICE-HOCKEY MATCH AND A LUGE RACE.

The exchanged British prisoners of war from Germany interned at Château d'Oex, not far from the eastern end of the Lake of Geneva, have been treated with the utmost kindness by the Swiss Government and people. As the photographs on these two pages show, they have lately been enjoying the delights of winter sport in ideal surroundings. In the lower photograph on the left-hand

page is Lieut. Minton Good, R.F.C., taking part in a luge race. The upper photograph shows an ice-hockey match between teams from Château d'Oex and Gstaad, a place some six miles away. Château d'Oex won by 5 goals to 1. The lower photograph on the right-hand page shows the Gstaad team. In the upper group, of the Château d'Oex team, the names are: (seated in front) Private

[Continued opposite.

## British Prisoners



ICE-HOCKEY FOR BRITISH PRISONERS.  
Continued.]  
Trimshaw, 4th Canadian Mounted; Lieut. H. W. Macdonnell, P.P.C. d'Oex; M. Arbitre; Private J. L. 8th Canadians; Private Murphy, D.L.I. Of the wonderful kindness Lord Northcliffe wrote: "Noth



March 7, 1917

Switzerland.



ATCH AND A LUGE RACE.

R.F.C., taking part in a luge race. The ice-hockey match between teams from place some six miles away. Château The lower photograph on the right- d team. In the upper group, of the names are: (seated in front) Private [Continued opposite.

## British Prisoners Interned in "an Earthly Paradise."



ICE-HOCKEY FOR BRITISH PRISONERS: (1) THE CHÂTEAU D'OEX TEAM; (2) THE GSTAAD TEAM.

[Continued.]

Trimshaw, 4th Canadian Mounted Rifles; (standing, left to right) Lieut. H. W. Macdonnell, P.P.C.L.I.; M. Vuillemin, of Château d'Oex; M. Arbittre; Private J. Lyons, 7th Canadians; Lt. O'Grady, 8th Canadians; Private Murphy, 48th Canadians; Private Specking, D.L.I. Of the wonderful kindness shown to our men in Switzerland Lord Northcliffe wrote: "Nothing can be too good for our

soldiers, and at Mürren, and also at Château d'Oex, the best that modern hotels-de-luxe can give is given them. . . . When they first arrived they could with difficulty bring themselves to believe that they were free. . . . All were now enjoying the first taste of liberty, and liberty in the nearest approach to an earthly paradise that can be found in Europe."—[Photos. by Sport and General.]



On the french and Belgian fronts in the West.



PASSING NOTES: BUILDING A LIGHT-RAILWAY EMBANKMENT; A BELGIAN DOG-DRAWN MAXIM.

A railhead scene in Northern France, during the construction of one of the light railways for supplying the fighting-line troops at the extreme front with stores and munitions, forms the subject of the upper illustration. An embankment to carry the railway track is seen in the making. The party at work are building the embankment by running light carts, such as quarrymen use, along

the metals on the completed portion as far as rails are laid. Then the swivel-hung bodies of the vehicles are tipped over sideways, upsetting the earth rubble inside to heap up and form a continuous mound. The lower illustration shows that dogs still do draught work for Belgian machine-gun sections, as during the August and September campaign, 1914.—[French Official Photographs.]

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FRENCHMEN AND TH

These photographs afford s that France is grateful to and bled in her service, and and solicitude. The upper patients at the Hôpital Coch in the form of music. It v



the West.



BELGIAN DOG-DRAWN MAXIM.

Completed portion as far as rails are laid. Then the vehicles are tipped over sideways, the wheels inside to heap up and form a concrete barrier. The lower illustration shows that dogs still do the work of machine-gun sections, as during the campaign, 1914.—[French Official Photographs.]

## French Care for Wounded Moroccan Soldiers.



### FRENCHMEN AND THEIR MOSLEM COMRADES FRATERNISE: MOROCCAN PATIENTS AT THE HÔPITAL COCHIN.

These photographs afford sufficient proof, if proof were needed, that France is grateful to her Moslem subjects who have fought and bled in her service, and treats them with the utmost sympathy and solicitude. The upper illustration shows a group of Moroccan patients at the Hôpital Cochin, in Paris, enjoying indoor recreation in the form of music. It will be noted how carefully an Eastern

atmosphere has been produced by the wall decorations and carpets. In the group will be noted French officers and surgeons. In the lower photograph French soldiers are fraternising with their Moroccan comrades. Far from feeling any prejudice against Africans and Asiatics, the Frenchman appreciates their generous participation, and is on the best of terms with them.—[French Official Photographs.]



## The Greek Patriot force with the Allies in Macedonia.



### ON THE LINE OF MARCH: A VENIZELIST BATTALION ON ITS WAY TO THE FRONT.

Nothing, of course, has been made public as to the strength and composition of the Greek Patriot Force serving with the Allies on the Balkan Front. There are, however, some battalions of them, comprised of enrolled Venizelist volunteers, a large proportion of whom came to Salonika by steamer from the islands of the Aegean in order specially to join the ranks. The landing of one large

party was illustrated in a previous issue, and we have illustrated the presentation of colours to certain formed units. The French Government took their organisation, training, and equipment in hand. Our illustrations show how, in externals, they closely resemble French linesmen in regard to trench-helmets, uniforms, accoutrements, and marching-order kit.—[French Official Photographs.]

March 7, 1917



### KHAKI DOCK SOLDIER

Over four thousand ships entered during the last week of February. Menace. Meanwhile work at all comers is being satisfactorily by the aid of soldier-dockers of Men from one of the enrolled co



March 7, 1917

in Macedonia.



WAY TO THE FRONT.

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March 7, 1917

THE ILLUSTRATED WAR NEWS.

[Part 39  
New Series]—13

## The Transport-Workers' Battalions Service.



### KHAKI DOCK SOLDIERS STOWING A LONDON SHIP: LOWERING A CRANE-LOAD; IN THE HOLD.

Over four thousand ships entered and cleared from British ports during the last week of February in spite of the enemy U-boat menace. Meanwhile work at the docks in loading and unloading, all comers is being satisfactorily carried out, in many instances by the aid of soldier-dockers of the Transport Workers' battalions. Men from one of the enrolled corps are seen here, in khaki, engaged

at the Royal Albert Docks, London, in handling a cargo of rice and flour on board a ship. The photographs were taken by special leave of the Admiralty. The men shown belong to the York and Lancaster Regiment's Transport Workers' battalion, and mostly hail from the North of England. They are billeted near the docks, and are paid at trade-union rates.—[Photos. by L.N.A.]



## ROMANCES OF THE REGIMENTS: XXXIX.—THE BREADALBANES.

## HIGHLAND HONOUR.

THE Breadalbane Fencibles, incorporated in 1794, were reduced five years later, and it is now difficult to say what Highland regiment carries on their traditions; but they are worthy to be claimed by the bravest, not so much for prowess in the field, which was not put to the test, but for a single circumstance where Highland honour was brilliantly vindicated.

In 1795, when the Fencibles were stationed in Glasgow, a serious disturbance occurred in the barracks. Several men had been placed under arrest for some offence and were threatened with corporal punishment, to the great irritation of their comrades, who broke into the guard-house and forcibly released the prisoners. The mutiny arose from no disrespect to the officers of the regiment, among whom were several members of the Breadalbane family, but merely from Highland sensitiveness on the point of flogging. The men considered that its infliction on any member of the corps disgraced and degraded personally the whole regiment. The young men who formed these emergency Highland regiments were usually of good

family, and, if not actually of noble birth, were sprung from the substantial yeoman class, in itself an aristocracy. Their feelings were therefore those of gentlemen, who resented the infliction of the lash upon any of their comrades. They acted, like true Celts, upon impulse; and on reflection saw that their protest had been made

quite in the wrong way. When they cooled down, they gave a remarkable proof at once of their regret and of their real respect for discipline.

In the confusion of the outbreak it had been impossible to identify the ringleaders, and the case might have collapsed for want of evidence. As a matter of fact, the affair might very well have been passed over, because, apart from the mere act of release, no violence had been used and no one had been hurt. But the authorities persisted in taking a very grave view of the matter, and insisted upon making an example. The question, however, was "Whom to punish?" It was im-

possible to make certain of the right culprits. Thereupon the Breadalbane Fencibles showed themselves worthy of the name of Campbell. Several men voluntarily gave themselves up, to suffer the sentence of the law as an atonement for the act of the regiment.

Four were chosen as scapegoats, and were sent to Edinburgh for trial. They were to march under an officer and a guard to the capital. The journey, something under forty miles, was at the close of the eighteenth century an

undertaking of a day or two, and the road was none of the best. The party, four of whom saw no prospect of return, set out and made the best of their not very cheerful errand. The officer in command was Major Colin Campbell of Glenfalloch (a branch of the Breadalbane family), who died in 1806. Campbell, a humane officer, understood his



TYPES OF THE LAND AND WATER TRANSPORT SERVICE IN ROUMANIA: OX-DRAWN COUNTRY CARTS, AND MODERN DANUBE RIVER-STEAMERS.



AMONG THE SAND-DUNES BY THE SEA IN WEST FLANDERS: A MACHINE-GUN PARTY, WITH GUNS AND AMMUNITION ON MULE-DRAWN WAGONS. Photograph by Topical.



At Oppos



## ARTISTIC GLIMPSES

A winter day's scene amid typical architecture, such as an old Dutch master mill, in the upper illustration. The locality is from the fighting. The canal seen by the bank is, when ice, Northern France utilised in the war.



March 7, 1917

## BREADALBANES.

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A MACHINE-  
IN WAGONS.

March 7, 1917

THE ILLUSTRATED WAR NEWS.

[Part 39  
New Series]—15

## At Opposite Ends of the Allies' European Battle-front.



### ARTISTIC GLIMPSES IN THE WAR-AREA: BY A SOMME CANAL; A LONE SENTRY-POST.

A winter day's scene amid typical "Low Country" surroundings, such as an old Dutch master might have painted, is shown in the upper illustration. The locality is in the Somme district not far from the fighting. The canal seen, icebound and with a frozen-in barge by the bank, is, when ice-free, one of the waterways of Northern France utilised in the war. So the dépôt vehicles, laid

up at the temporarily disused canal-side station show. In the second illustration is another artistic scene: a background of wooded ridge and headland, and, in the foreground, a helmeted French sentry, silhouetted against the surf of a wave breaking on the beach. The promontory of Mount Athos, on the Chalcidice Peninsula of Macedonia, is the locale.—[French Official Photographs.]



men, and was therefore not unwilling to listen when Macmartin, one of the prisoners, came to him with an unusual and somewhat astounding request.

This was nothing more nor less than leave of absence!

"Major Campbell," said the prisoner, "I know



IN EAST AFRICA--AT TABORA, THE CAPTURED GERMAN INLAND CAPITAL AND RAILWAY CENTRE: REFIXING THE WHEELS ON A TRAVELLING CRANE.

Before evacuating Tabora on the approach of the Belgian Congo forces, the Germans, unable to remove their railway rolling stock in time, dismantled all vehicles by taking off and hiding the wheels. These have been found and refitted.

well what my fate will be, and for my own part I am fully prepared to meet it. But I have left business of the utmost importance with a friend in Glasgow. For myself, the settlement matters nothing; but, with regard to my friend, I cannot die in peace unless the affair is arranged. If you will suffer me to return to Glasgow, a few hours there will be sufficient. I will join you before you reach Edinburgh, and march as a prisoner."

Major Campbell understood perfectly well what a risk he was taking, but he also knew Macmartin's character. He therefore granted the request, and the prisoner turned back alone, with no other guard than his pledged word. He reached Glasgow after nightfall, settled his business with his friend, and, leaving the city before day-break, once more took the road to Edinburgh. Fearing, however, that he might be arrested as a deserter, he followed an unfrequented route through woods and over hills, which greatly lengthened his journey.

Meanwhile, Major Campbell had taken things very easily, in order to give Macmartin every chance to overtake him. But he could not pro-

long the march indefinitely, and at length, to his dismay, he found himself in sight of Edinburgh and no sign of the prisoner. Campbell's state of mind was now entirely unenviable. He saw nothing but disgrace ahead of him. Lingered until the last possible moment, he was at last forced to proceed, come what might. Heavy-footed, therefore, and heavy-hearted, the little party passed up the High Street and across the parade ground to the grim gateway under the shadow of the Half-Moon Battery. The guard turned out, the usual formalities were gone through, and the party were directed to the Commanding Officer or his deputy appointed to receive the prisoners. A moment more, and Major Campbell would have been explaining why he was a man short. He began to make over the prisoners, when hurried footsteps sounded upon the drawbridge, echoed under the archway, and clattered over the rough causeway of the courtyard. Macmartin stood with his fellows in trouble. Major Campbell's tally of prisoners answered to his papers. Highland honour and military discipline were safe.

All four were condemned to death. Macmartin and two others were reprieved; but the fourth, Alexander Sutherland, was shot on Musselburgh Sands. Some wished that Macmartin's punctilious honour had been taken as full atonement. General Stewart of Garth put forward the plea when he told the story, and he suggested that, as the trouble arose from racial feeling and principle, a discipline somewhat



IN NIGHTLY USE ON THE WESTERN FRONT: A GIANT SEARCHLIGHT-PROJECTOR ON ITS TRAVELLING CARRIAGE (IN THE BACKGROUND), WITH THE MOTOR-CAR FOR TOWING IT FROM POINT TO POINT.

The searchlight attendants and working gear travel in the motor-car.—[Photograph by Topical.]

different from the usual mode might be applied to soldiers of that class. He hints that there may be two views of Major Campbell's conduct, but it is easy to see that he entirely approved of it.



The

## FOR SPEED A

All ships' propellers look—very much alike to the layman, but call the curves and twists of the blades. There is, however, a wide difference in the way man-of-war builders in particular runs at sea. A few years



March 7. 1917

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FRONT: A GIANT SEARCHLIGHT-  
GE (IN THE BACKGROUND), WITH  
T FROM POINT TO POINT.  
in the motor-car.—[Photograph by Topical.]

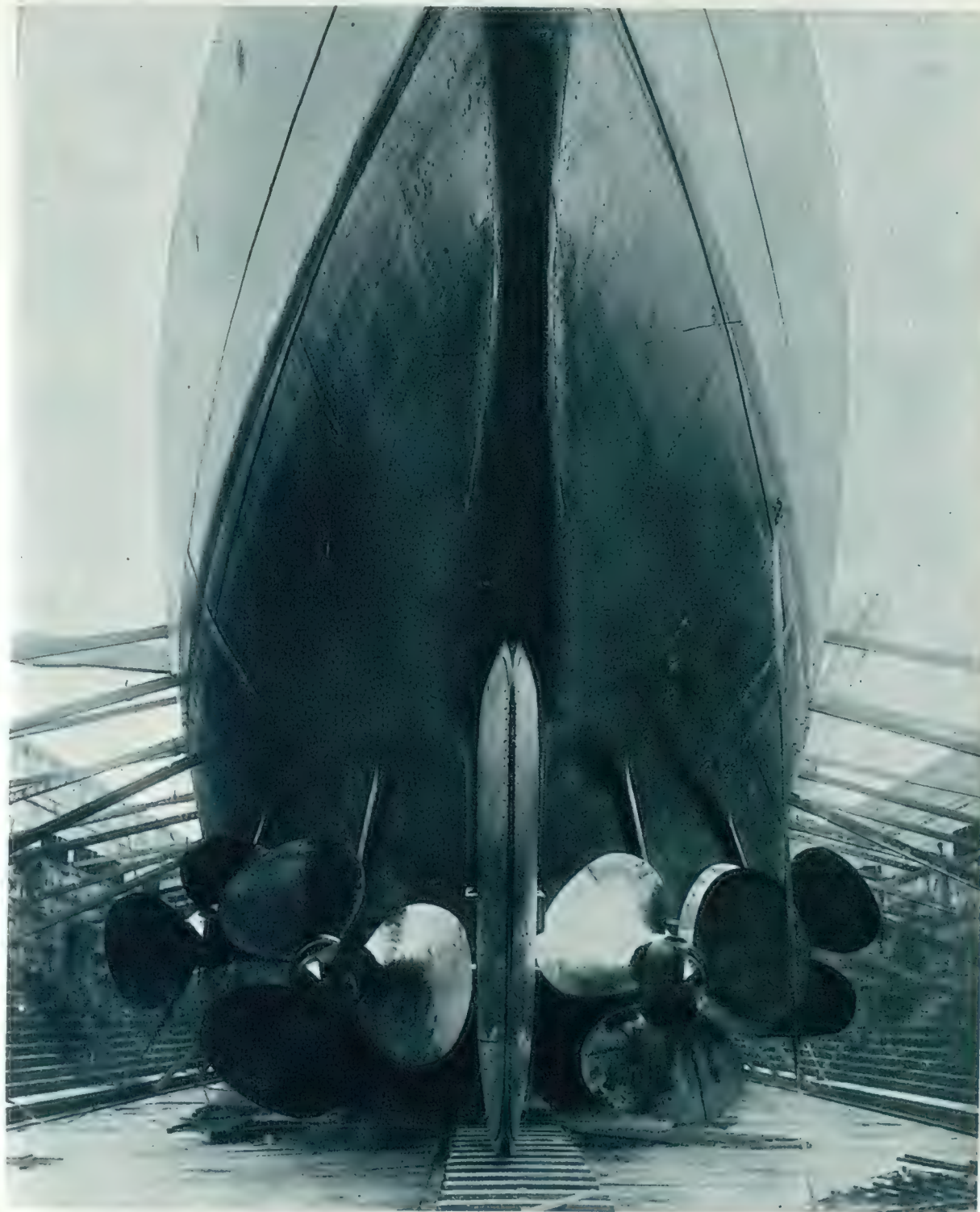
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March 7. 1917

THE ILLUSTRATED WAR NEWS.

[Part 95  
New Series] 17

## The Below-Water "Business End" of a War-Ship.



FOR SPEED AND STEERING: THE PROPELLERS AND RUDDER, AS SEEN WHEN IN DOCK.

All ships' propellers look—leaving out palpable differences in size—  
very much alike to the layman's eye, in regard to what one may  
call the curves and twists of the blades—the "pitch" of the screw.  
There is, however, a wide range of differences, as ship-builders, and  
man-of-war builders in particular, always learn afresh from trial  
runs at sea. A few years ago, for instance, for months a certain

class of big cruiser built for extreme speed failed to come up to  
the designed speed. No fault was to be found with the "lines"  
of the ships. The defect was remedied by means of repeated ex-  
periments with different-shaped propellers, until finally, with an  
improvised model, called the "crooked-pennies," all trouble  
vanished.—[Canadian War Records. Copyright Reserved.]





## The Allied Naval Base at Salonika

and its Dock



### ALONGSIDE A FLOATING WORKSHOP: A SHIP

The engineering and dockyard capabilities of the Allied naval base at Salonika, when in due course after the war it may be permissible to relate the story of what has been done and is being done there, will undoubtedly surprise a good many people. One of the achievements of the naval authorities at Salonika, incidentally also showing the completeness of equipment

REPAIR AFTER HAVING BEEN  
emergencies at the port, is illustrated  
with mechanical appliances for repair  
at work on the side of a vessel



Naval Base at Salon

# and its Dockyard Auxiliary Equipment.



DE A FLOATING WORKSHOP: A SHIP  
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also showing the completeness of equipment

## REPAIR AFTER HAVING BEEN DAMAGED IN COLLISION.

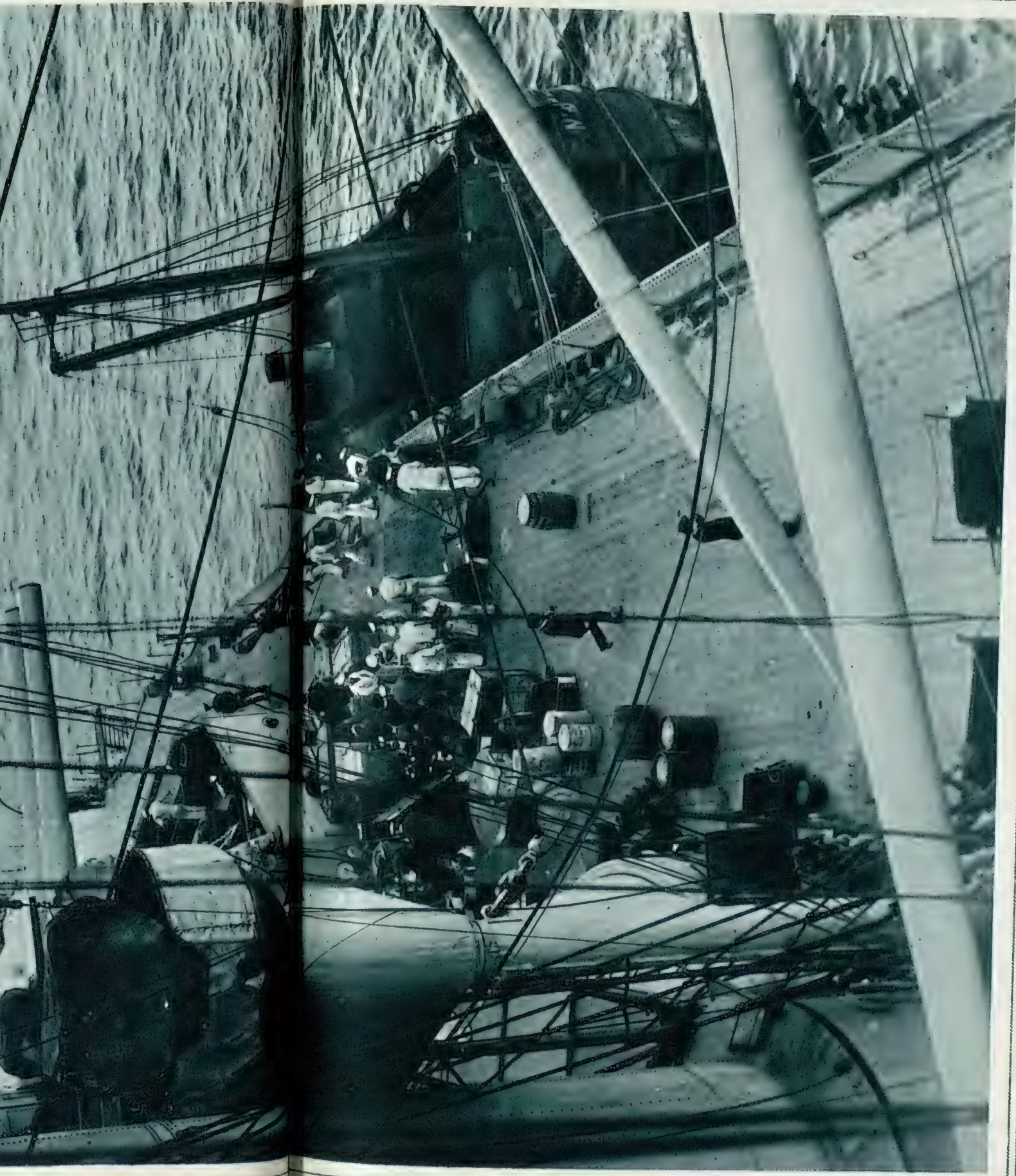
emergencies at the port, is illustrated above. The illustration shows the staff of a floating workshop—i.e., a ship fitted up with mechanical appliances for repairing purposes so as to be really a miniature movable dockyard—artificers, rivetters, divers, etc., at work on the side of a vessel which came into harbour after a collision.—[Official Photograph.]



The Navy's Counterpart of the H.S.C.: feeding the Grand fleet.







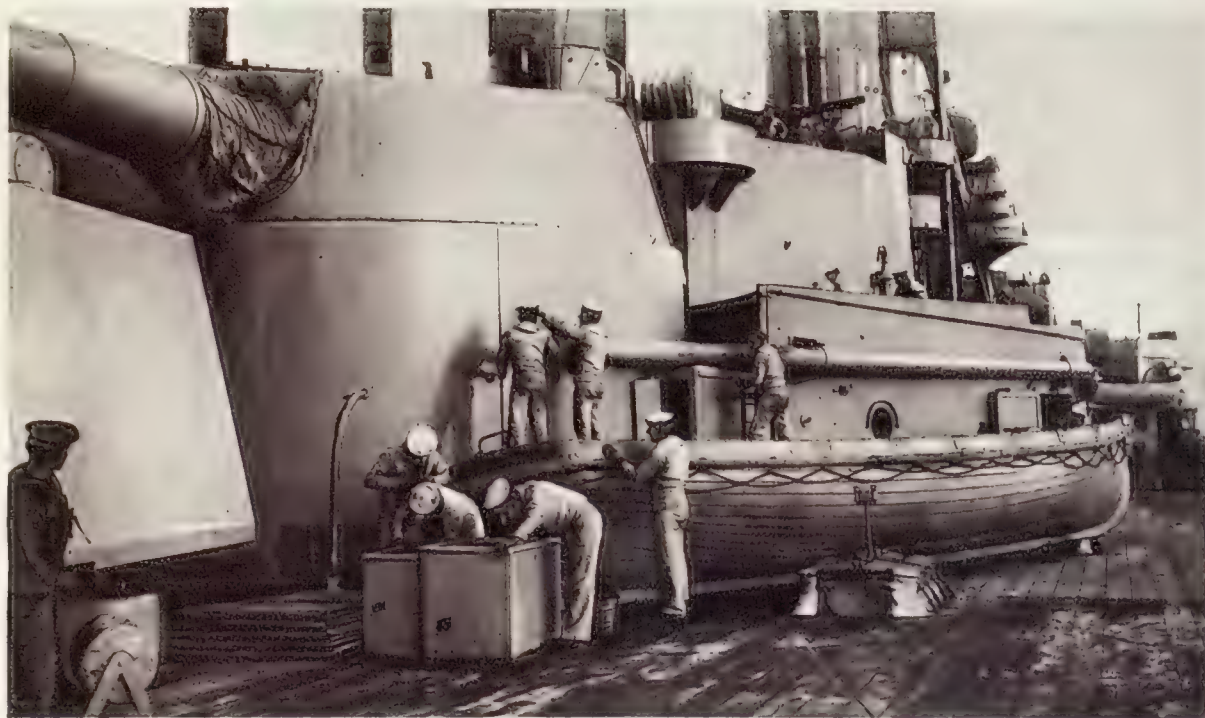
With the same efficient promptitude and regularity with which our Armies on land are kept furnished with all necessary stores, our ships at sea are kept supplied by the instrumentality of the Navy's counterpart of the A.S.C. From the very outset when, on the eve of war, the entire British fleet disappeared from public ken to its war stations, there has been no hitch in the delivery. The supply service, it should be said, had long been organised in anticipation of emergencies, according to the modern

TRANSHIPPING STORES ALONGSIDE THE "IRON DUKE": CASKS AND CASES COMING ON BOARD AT SEA.

usage of the Navy in all matters, and had been carefully tested beforehand at the Manoeuvres. One of the numerous vessels that are ever passing to and fro between the Navy victualling and other yards and the Grand Fleet, is seen transshipping stores alongside the "Iron Duke," for ever memorable as Sir John Jellicoe's flag-ship in the action of Heligoland Bight, the Dogger Bank fight, where the "Blücher" was sunk, and the Battle of Jutland.—[Canadian War Records. Copyright Reserved.]



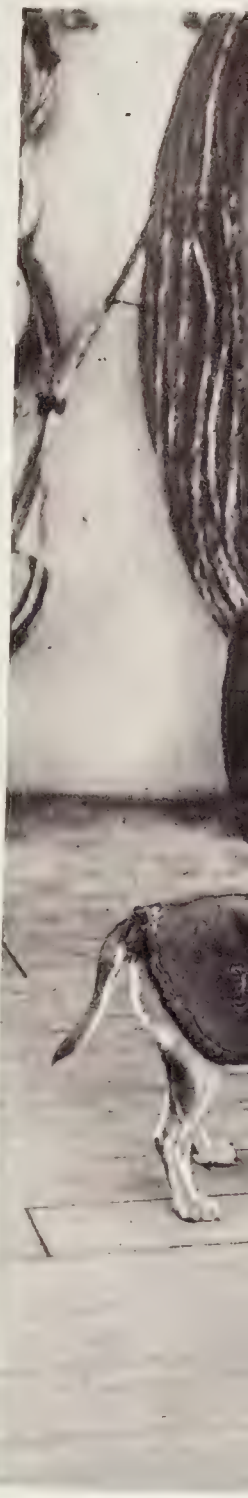
### While Waiting for the Enemy to Come Out.



#### ON BOARD SHIP IN ONE OF OUR FLEETS: PAINTING THE TURRETS; SCRUBBING DECKS.

The men of the battle-ship and cruiser fleets at sea are, we are told, "spoiling for a fight" with the Germans above water. Meanwhile, they have to occupy themselves with the ordinary, so to speak, household duties of sea life. Whether in port or cruising, "the trivial round, the common task" on board ship, as in time of peace, has to be attended to. The work is done with the tradi-

tional cheeriness of the British seaman at all times. One war-service detail, painting ship—ordinarily a piece of work for the dockyard—is shown, in the upper illustration, being carried out at sea. In the lower illustration, a cheerful set of scrubbers are seen cleaning up decks after coaling.—[Canadian War Records. Copyright Reserved.]



#### TYPIFYING THE SPIRIT

"Brindle Boy," the bull-dog has been in the ship for the for £100 at the Caledonian M. Allies' Fund, and presented. A sea life suits him, and he as being a high-spirited dog w



March 7, 1917

ome Out.



ETS; SCRUBBING DECKS.

British seaman at all times. One war—ordinarily a piece of work for the upper illustration, being carried out at on, a cheerful set of scrubbers are seen ing.—[Canadian War Records. Copyright

March 7, 1917

THE ILLUSTRATED WAR NEWS.

[Part 29  
New Series]—23

"What We Have We'll Hold!"



TYPIFYING THE SPIRIT OF HIS MASTERS: "BRINDLE BOY," THE BULL-DOG MASCOT OF THE "LION."

"Brindle Boy," the bull-dog mascot of the battle-cruiser "Lion," has been in the ship for the past nine months. He was bought for £100 at the Caledonian Market Fair on behalf of the Wounded Allies' Fund, and presented to Admiral Beatty for his flag-ship. A sea life suits him, and he is always very fit. He is spoken of as being a high-spirited dog with none of the lethargy characteristic

of the bull-dog breed about him, also very peaceable and friendly, which makes him a universal favourite. His one dislike is the firing of the guns and the consequent concussion. He is shown here wearing his winter-warm coat, which, however, he finds irksome and always wants to get rid of. His rating is "Ship's Dog—First Class."—[Canadian War Records. Copyright Reserved.]





## On the Ancre: British Wounded Coming

Back after a f



LIGHT RAILWAYS FOR THE WOUNDED: R.A.M.C. MEN BRINGING CASUAL

The ground over which our Armies have advanced has been blasted into a chaotic waste. Over the pitted ground small trench-board tracks and light railways have been laid, and are kept to by the wise. The railways are most useful for carrying rations and ammunition to the Front, and for the transport of wounded to aid-posts behind the firing-line. Wounded

TO A DRESSING-STATION AFTER  
men are riding on the light tram or  
the "walking wounded" is being hel  
to the base. In the left foreground i



ish Wounded Coming

Back after a fight in the Snow.



ED: R.A.M.C. MEN BRINGING CASUAL

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the wise. The railways are most useful for  
to aid-posts behind the firing-line. Wounded

TO A DRESSING-STATION AFTER A BRITISH ATTACK ON THE WEST FRONT.

men are riding on the light tram or trolley route. Along the trench-board track, or duck-boards, just beyond the rails, one of  
the "walking wounded" is being helped along. All are bound for the dressing-station and the motor-ambulances to take them  
to the base. In the left foreground is a shell-smashed trolley.—[Drawn by H. W. Kockkoek from Material supplied by an Eye-Witness.]



## FOOTNOTES TO ARMAGEDDON: XXX.—THE HABIT OF HIS KIND.

THE large man, walking like Agag, came towards the prettily screened Heavy Battery. The rain was so pestilential that the Captain only saw he was an officer when he was a few yards away. The man came up, shook water from himself, and asked in an injured voice—

"Is this P.Q.—Heavy Battery?"

The Captain admitted the fact.

"Well, I'm glad you were above earth," said the other. "I might have walked another mile in this. You're almost too well hidden for comfort."

The Captain agreed that screening had its disadvantages as well as its advantages. He asked, "Do you want to see us particularly?"

"I would like to see the Colonel," said the other. "I'm from the Broadshires. We've just 'taken over' in front of you—but you know that."

"Oh, rather," said the Captain. He hadn't thought much of the Broadshires really, save that they were a new lot and given to frequent calling up and demanding battery fire, as is the way with new battalions. He was, however, polite. "Oh, rather," he said. "But it's rather hard luck. The Colonel and the Major have taken advantage of the weather. They've gone to H.Q. for a pow."

The stranger emitted a noise that sounded like "Damn," or even worse. He said, angrily, "Confound it! I've walked through this for nothing."

The Captain grinned in sympathy.

"Quite a shame," he said. "But it always

does happen like that. But don't call it 'nothing' exactly. The mess is quite close handy, and we have some very mellow—"

"Oh, please," cried the stranger. "Let us find the mess."

They walked towards the mess. The stranger was pleasantly affable. He was appreciative of their dispositions. He certainly knew his business as a soldier, for his praise was acute and just. He complimented the battery on the way it had used the hillside as a screen. "No wonder the Boches can't get you," he laughed.

Going into the dug-out his head hit a canvas shelter, and some of its deposited water went over his neck and back. He swore fluently again. "This is the limit," he snarled.

"Filthy climate, ain't it?" said the Captain.

"Woman's weather—beastly!" growled the other. The Captain said, "Oh—oh—ghastly!"

They went into comparative dryness, where a man could slake a thirst.

Two Subs. were in the dug-out. They began to laugh at the wet men, but they stopped laughing. The stranger was peeling off his mac. to get at his neck. It was seen he was a Major.

The Captain produced whisky in its varieties.

"Which do you take, Major—?"

"Osserily," answered the Major. "Irish, please."

The Captain filled

glasses all round, but hesitated over his own. "If you don't mind," he said, "I'll have tea. I prefer tea when it rains like the devil." He walked out of the dug-out. They heard him talk to his servant. In a minute he was



DECORATED WITH THE G.C.M.G. BY COMMAND OF THE KING: GENERAL MISHITCH, OF THE SERBIAN ARMY, WHO WON DISTINCTION AT THE RETAKING OF MONASTIR, WEARING THE RIBBON AND STAR OF HIS BRITISH ORDER.

Official Photograph.



THE DOG-MASCOT OF H.M.S. "CANADA": CAPTAIN JAMES C. LEY OF THE "CANADA" (RIGHT), AND A LIEUTENANT, POSING THE SHIP'S PET FOR A PHOTOGRAPH TO BE TAKEN ONE SNOWY WINTER'S MORNING.

Canadian War Records. Copyright reserved.

### GUN-PIT AD

At one point in the W of the French trench-sector of the main Al that the French trench of gun-pit and living mortar, it will be not



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[Continued overleaf]

## A french Trench-Mortar in its Winter Den.



GUN-PIT AND LIVING QUARTERS COMBINED: FRENCH ARTILLERYMEN AWAITING ORDERS.

At one point in the West, towards the coast of Flanders, a section of the French trench-line adjoins at its extreme end the Belgian sector of the main Allied Western Front. It is in that vicinity that the French trench-gunners' comfortable-looking combination of gun-pit and living quarters, illustrated here, is situated. The mortar, it will be noticed, has beside it, as seen, an air-torpedo

placed ready to be picked up quickly and adjusted ready for firing at the muzzle of the mortar. As appears through the opening overhead through which the mortar fires, snow lies all over the ground. The artillerymen round their brazier have their quarters furnished with chairs and a table, probably from some abandoned house in a neighbouring village.—[French Official Photograph.]



inside, and in five minutes he had his tea, and all were friendly.

Major Osserily was good company. He was just out, and had a fair amount of news about home. He rather amused them all by the way he described the antics of his battalion under their first fire. They had been indifferent in the



AMERICAN RED CROSS HELP IN FRANCE: A NEW PATTERN FIELD-AMBU LANCE-WAGON CAPABLE OF BOTH TRAVELLING AND STATIONARY SERVICE. The wagon can carry four. Used as a stationary ambulance, a tent-awning is stretched over it, and the sides are let down outwards as shown above.

beginning, but, when they found that shells did more than look like fireworks, they had developed a sense of injury. They were now all extremely anxious to go over the top and wipe up the whole Hun army. It was an amiable little encounter. The Major had just begun to develop talk about the moral quality of gun-support, when "Signals" sent in a memo. to the Captain. The Captain read the memo. carefully, put it away, and then went on with the moral support of guns. It was very pleasant. It was with reluctance, it seemed, that the Major decided he must go.

At that moment, however, the Captain pulled out his revolver and thrust it under the Major's nose. He demanded "Hands up" instant.

The Major's hands rose, but he spluttered with rage. He was understood to demand the meaning of this adjectival outrage.

"The meaning is," said the Captain, "that Major Osserily is not known in the Broadshires, and he isn't known at H.Q., either. No, don't splutter—it's a fact. You probably didn't count on my using the telephone to get facts of an ordinary everyday visitor. I have been using the telephone, all the same."

The Major erupted rage.

"Say all you have to say at H.Q.," said the

Captain. "You're going there now—under guard. But I guess we'll search you first. Cunly—"

The Major made a wild movement with his right hand. It darted towards his mouth. Cunly, rather an athletic person, collared the hand, and, with a sharp twist, had both secured it and opened the fingers. In the palm of the hand was a tiny pad. On the pad were a number of the weirdest signs. The Captain looked at them.

"Shorthand, I should say. But I know shorthand—the English variety, that is, and this isn't it. Must be the German breed." He annexed the pad, and they went through the Major's clothes. They found nothing more. All the same, the Major was shot soon after. The weird designs on the pad were shorthand, German and incriminating.

Cunly asked the Captain how he performed miracles.

"I should never have guessed what the fellow was. His kit was absolutely it, and his face, and the way he

spoke—you couldn't tell he wasn't British." "No," said the Captain. "I should never have found out—only it was raining."

"That means?"

"When a Britisher wishes to express his extreme loathsomeness of weather, he says it's filthy, or that it isn't fit to send a dog out in. The German expresses himself after the habit of



THE DIRECTOR OF THE COMÉDIE FRANÇAISE AND HIS WIFE IN THE FRENCH RED CROSS SERVICE: COLONEL CARRÉ AND MME. CARRÉ MEETING AT A RAILWAY HALTING-PLACE.

Colonel Carré, at the outbreak of the war, was Director of the Comédie Française. Joining the Army, he is now administrative officer in the ambulance train service. His wife, Mme. Carré, a well-known operatic singer, joined the Red Cross, and is a head nurse in the railway ambulance service.

his curious kind. Bad weather, to him, is something even too bad for his dog—it is just 'woman's weather.'

W. DOUGLAS NEWTON.



#### EAST AND SOUTH

These are glimpses of war. The upper illustration, "riddlers" sorting potatoes in a market. The lower illustration, a farm near Reigate, ploughing with a new pattern.



March 7, 1917

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RAISE AND HIS WIFE IN THE  
ARRÉ AND MME. CARRÉ MEET-  
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W. DOUGLAS NEWTON.

## Women War-Workers on the Land.



EAST AND SOUTH: FEN WOMEN "RIDDLING" POTATOES; A FARMER'S WIFE TRACTOR-PLOUGHING.

These are glimpses of women war-time farm-workers' occupations. The upper illustration, an Eastern Counties scene, shows women "riddlers" sorting potatoes into sizes for sending to the London market. The lower illustration is from a Home County, Surrey, on a farm near Reigate. Mrs. Douglas, the owner's wife, is seen ploughing with a new pattern motor-tractor. Only a few minutes'

instruction sufficed. The machine is a 16-h.p. tractor, working on paraffin, and specially built for war-time agriculture. It is well adapted for working in narrow places, with a capability of ploughing five acres a day. It can work an elevator, haul a five-ton load, do harvest-field cutting up to 25 acres daily, and also drive a full-sized threshing machine.—[Photos. by C.N.]



# Where the Union Jack flies Again: Kut-el-Amara.



## RECAPTURED BY GENERAL MAUDE: KUT-EL-AMARA—THE SQUARE; AND A VIEW FROM THE TIGRIS.

The recapture of Kut by General Sir Stanley Maude was announced on February 27. In our upper photograph is seen the town square, with some buildings whose antiquity contrasts with the apparatus of modern warfare as represented by the wireless mast to the left. The lower photograph shows Kut as it appears from the Tigris, the height of whose banks at this point makes the place a bulwark

against floods. Reporting operations after the retaking of Kut, General Maude said: "On the morning of February 25 our gun-boats, cavalry, and infantry moved westwards in pursuit of the retreating enemy. Strong Turkish rear-guards, supported by artillery, were found to be occupying entrenched positions 15 miles west-north-west of Kut-el-Amara."—[Photos. by Topical.]



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## RECAPTOR OF

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March 7, 1917

Kut-el-Amara.



AND A VIEW FROM THE TIGRIS.

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March 7, 1917

THE ILLUSTRATED WAR NEWS.

[Part 29] 31

Our Victorious Commander-in-Chief in Mesopotamia.



RECAPTOR OF KUT AND ORGANISER OF THE ADVANCE: MAJOR-GENERAL SIR F. STANLEY MAUDE.

On February 27, the War Office announced that reports had been received from Sir Stanley Maude, Commander-in-Chief in Mesopotamia, notifying that "the whole of the enemy's positions from Sanna-i-Yat to Kut-el-Amara have been secured. Kut itself," added the communiqué, "passes automatically into our hands." General Maude, who was previously C.M.G. and D.S.O., was

knighted last December. He took command of the Army in Mesopotamia two months previously. Entering the Army in 1884, he saw active service first under Lord Wolseley in the Soudan, and later, under Lord Roberts and Lord Kitchener in South Africa, where he won his D.S.O. Sir Stanley Maude has been five times mentioned in despatches.—[Photo. by Maull and Fox.]





# A Western front Incident: Our Northern Ally

and Great Britain



FOOTBALL ON THE SNOW-COVERED SURFACE OF A FROZEN LAKE

This illustration shows Russian soldiers, of one of the contingents of the troops of our Northern ally on the Western Front in France, playing our British winter game during an off-duty interval. The football "ground" is the level surface of a snow-covered space across a frozen sheet of water. That football should find favour with Russians, who, like ourselves, are

SOLDIERS OF A CONTINGENT  
A Northern race, is, perhaps, not  
Russia after the war. It may  
lead to the general introdu



: Our Northern Ally

# Great Britain's National Winter Game.



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favour with Russians, who, like ourselves, are

## SOLDIERS OF A CONTINGENT IN FRANCE AT PLAY.

a Northern race, is, perhaps, not so very unnatural. It will, at any rate, be interesting to see what happens in regard  
Russia after the war. It may well be that experimental football at the winter camps of the Russian contingents in  
may lead to the general introduction of the game in Russia as a popular pastime.—[Photo. by Underwood and Underwood.]



## WOMEN AND THE WAR.

*"And I shall be a soldier in  
The King's Army."*

THE creation of a woman's department of National Service has been quickly followed by another to deal with the question of substituting women for men as far as possible in the Army, in order that more men may be released to take their places in the fighting line. There is quite a military flavour about the announcement that training and "kit" are to be provided, as well as adequate wages; and as the Department comes under the Adjutant-General's branch, and Colonel Leigh Wood is to be one of the "heads," Mrs. Chalmers Watson, M.D., being the other, this military note is sustained all through. Two

volunteer for the Land Army at home to take their share in milking, weeding, sowing, hoeing, and any of the processes connected with farming and agricultural work will be doing work fully equal in importance to those who later "join up" in the ranks of the Women's Army for France.

For those who cannot volunteer for work on the land at home, or in some other direction abroad, there is plenty of occupation in England; and amongst the infinite forms of existing "war work," none is more interesting than that for which the County Folk Visitation Society is responsible. There are any number of wounded soldiers who, when they are sent to London



ROYALTY AT WALTHAMSTOW: H.R.H. PRINCESS ARTHUR OF CONNAUGHT OPENS A NEW AMBULANCE STATION. A guard of honour of nurses formed an interesting feature of the opening of the new Ambulance Station at Walthamstow by H.R.H. Princess Arthur of Connaught, Duchess of Fife, on February 26. Her Royal Highness is shown in our photograph inspecting the guard after performing the opening ceremony.—[Photographs by G.N.]

years ago, or even less, the bare suggestion of including women in the ranks of the Army would have raised a storm of protest. But women have done, and are doing, so many forms of work for which they used to be considered unfitted, and doing them so satisfactorily, that the latest development has been accepted as a matter of course.

The idea of replacing a man in the Army is an exciting one, and many women will be called upon to do it. But first in importance is the necessity of helping in the food-production of the country. Sir Edward Carson, and Mr. Lloyd George after him, emphasised the gravity of the submarine menace, as it affects the feeding of England, and each of the 100,000 women who

hospitals, find themselves practically cut off from friends and relations owing to the distance that divides them from home. Now, hospital life, at the best, is a rather wearying existence, and when there is no chance of an outside visitor coming to relieve the monotony of the daily routine, it becomes even more so. It is to prevent our men from having to endure dullness such as this that the County Folk Visitation Society was formed, with Mrs. Rose Eastman, 27, York Terrace, Regent's Park, N.W., as its Honorary Secretary, in January 1916.

The County Folk Visitation works under the auspices of the English County Societies' Conference, and has the Hon. Arthur Stanley for

*(Continued overleaf.)*

Work



AFTER A PRACTICE

The value of the work of women is more widely recognised even than in the past. They are, for example, enlisted in many forms of work, and have become van-drivers in the service of the General Post Office.



# WAR.

Land Army at home to take  
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[Continued overleaf.]

## Work for Women with a Knowledge of Horses.



AFTER A PRACTICE RUN WITH A MAIL-VAN: A WOMAN DRIVER WATERING HER HORSES.

The value of the work of women accustomed to deal with horses  
is more widely recognised every day, and their services are being  
enlisted in many forms of work hitherto the monopoly of the  
other sex. They are, for instance, being specially trained to  
become van-drivers in the service of Messrs. Macnamara, contractors  
to the General Post Office, under the direction of Mr. Ward, of

Tattersall's (who has taught many members of the Coaching Club),  
and Mr. Palmer, the animal-artist and one of the finest whips in  
the country. A number of sporting women who have given up their  
horses have applied for various posts. Our photograph shows one  
of them tending her horses after a trial run with a mail-van.—  
[Photo. by Alfieri.]



President, and Colonel E. T. Clifford, V.D., for Chairman; and, briefly summarised, its main function is to act as a sort of clearing-house for the cards of identity of wounded men in London. Hitherto as each fresh convoy came to the hospital, the matron collected the names and addresses of the men, and ascertained if they would like to see visitors. These particulars having been sent to the Headquarters of the C.F.V., they were forwarded to the various County Associations in London with which the new Society co-operates, or to other organisations which collaborate with it. But there are several counties—Bedfordshire, Berkshire, Buckinghamshire, Herefordshire, Hertfordshire, Huntingdonshire, Leicestershire, Middlesex, and Oxfordshire—which, having no societies of their own, are unrepresented in London. To meet the case of the men who belong to these counties, small committees of ladies have been formed in London to see that the country soldiers are not overlooked; and, apart from those already mentioned, there are any number of counties almost entirely unrepresented. The result is that the C.F.V. is trying to form new committees in order that every lonely man in hospital may be visited during his stay in London by someone who will make him her especial charge and look after his interests while he is being nursed back to health; and anyone who would like to help in this way is asked to write to Mrs. Eastman, whose address has already been given.



"THE PLOUGH IS OUR HOPE": A DEVONSHIRE GIRL AS WAR-HELPER.

Mr. Lloyd George has declared that "the plough is our hope," and women-workers on the farms are increasing in number every day. Our photograph shows Miss Alexandra Smith, who, though still in her early 'teens, can do most kinds of farm-work and holds many prizes, including the champion prize against all comers, won at agricultural demonstrations.—[Photograph by C.N.]

That, however, is not all. Matrons of hospitals are busy people, and it has recently been decided, with the consent of the War Office—which has always shown a sympathetic interest in the objects of County Folk Visitation—that the work of identifying the men shall be done by "Commissioners" of the Society, who have been granted permission to visit military hospitals for the purpose. The work itself is

by no means an arduous task. Hospital "visiting" days are generally limited to two afternoons in the week, and it is not necessary for each visitor to undertake duty on both unless she prefers to do so. As for the men themselves, their gratitude for any small service done is great.

Those who cannot help in person can still assist in the carrying-out of the scheme by sending gifts of cigars and cigarettes, or money to buy them, to the Honorary Secretary; and offers of drives, or the wherewithal to pay for

them, for parties, would be another delicate attention greatly appreciated. It is anticipated that the numbers of wounded this year will be very great, and the C.F.V. is particularly anxious that the work should be done thoroughly and well. But if this desire is to be fulfilled, many more visitors will be required; and as the need is a really urgent one, it is hoped that those who can spare the time will place it at the disposal of the Society.

CLAUDINE CLEVE.



THE CANADIAN RED CROSS SOCIETY IN PARIS: LADY AMBULANCE DRIVERS.

The Canadian Red Cross Society, splendidly equipped and admirably managed, is doing valuable work in Paris.—[Photo. by Topical.]





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BY AMBULANCE DRIVERS.  
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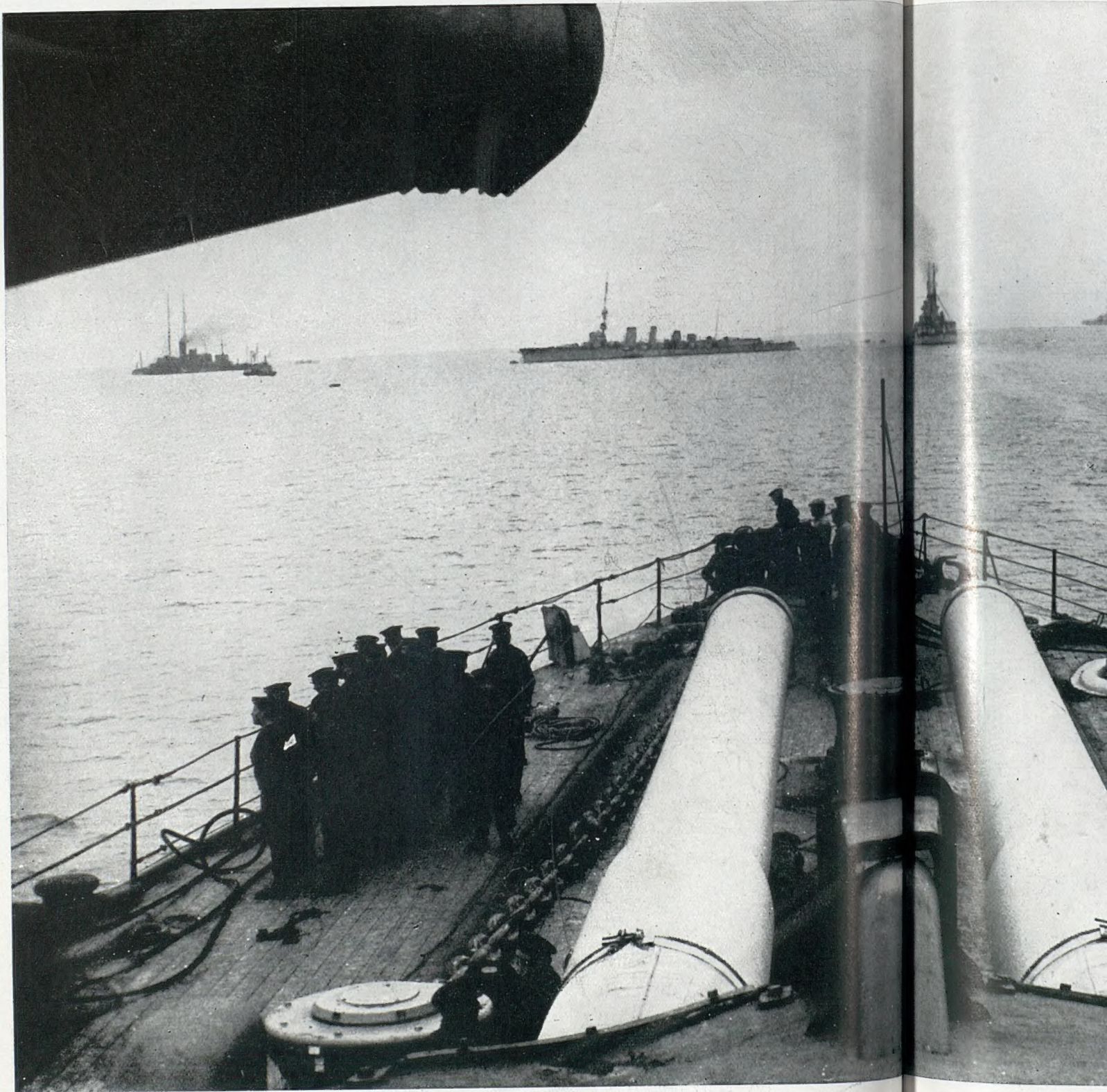


THE GERMAN RETREAT ON THE ANCRE: A MAP OF THE COUNTRY ROUND BAPAUME.  
Specially prepared for "The Illustrated War News" by Messrs. George Philip and Son, Ltd.





## A Winter's Day Glimpse of Some of the Vessels

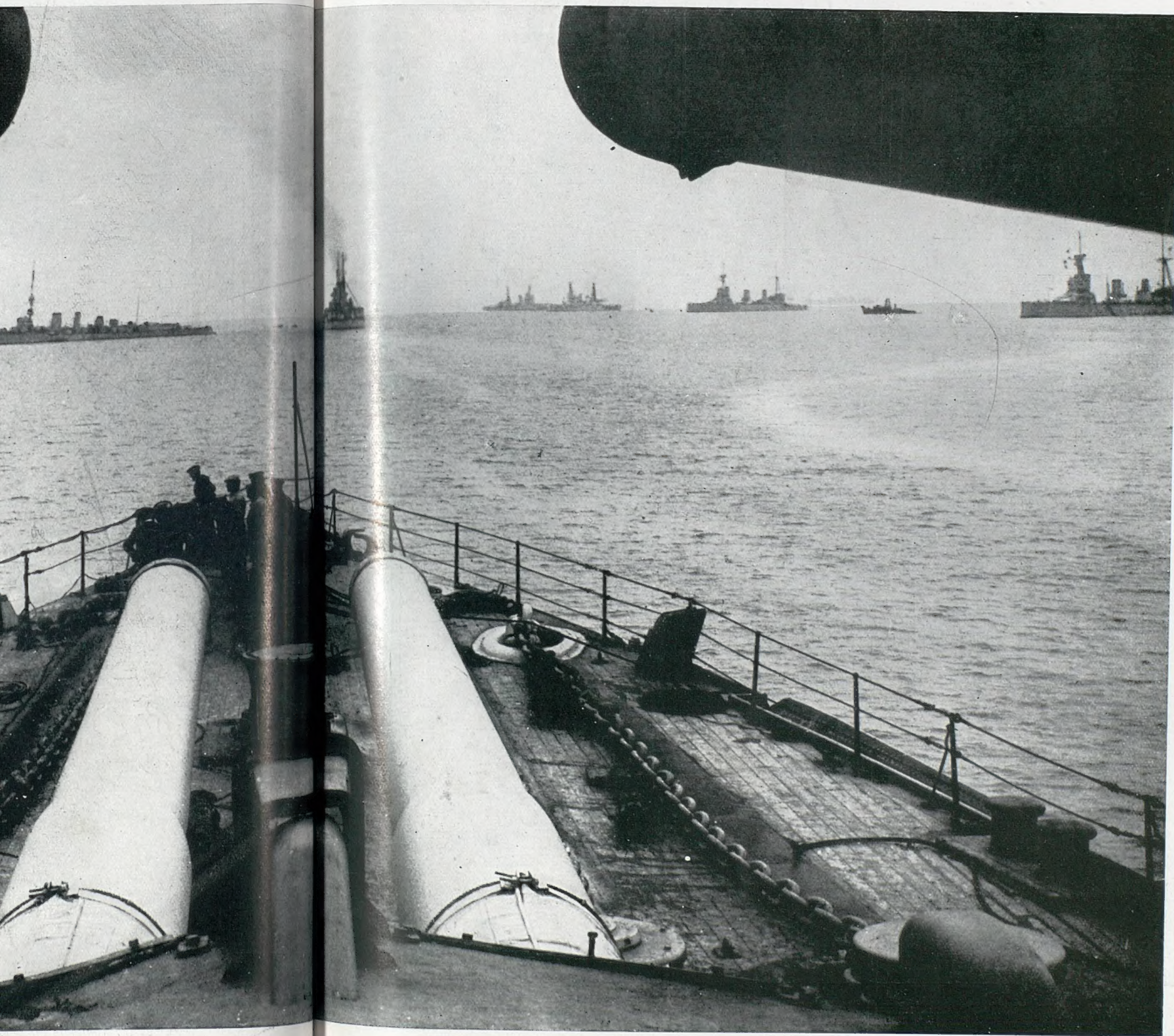


AT A NORTHERN ANCHORAGE: SHIPS OF ONE OF THE SQUADRONS SERVING UNDER SIR DAVID BEATTY

Ships of a squadron of the Grand Fleet are seen here at one of the anchorages which vessels of Sir David Beatty's command use when not on a cruise. War-ships of several types are seen—battle-ships, cruisers, and various small craft. The view is taken from on board a battle-ship, the heavy barbette guns and turrets of which show in the foreground. The two gun-muzzles projecting in the upper part of the frame are those of the 15-inch guns. The view is taken across the roof of the lower turret, showing the concentrated discharge of the guns.



# Day Glimpse of Some of the Vessels in the Grand fleet.



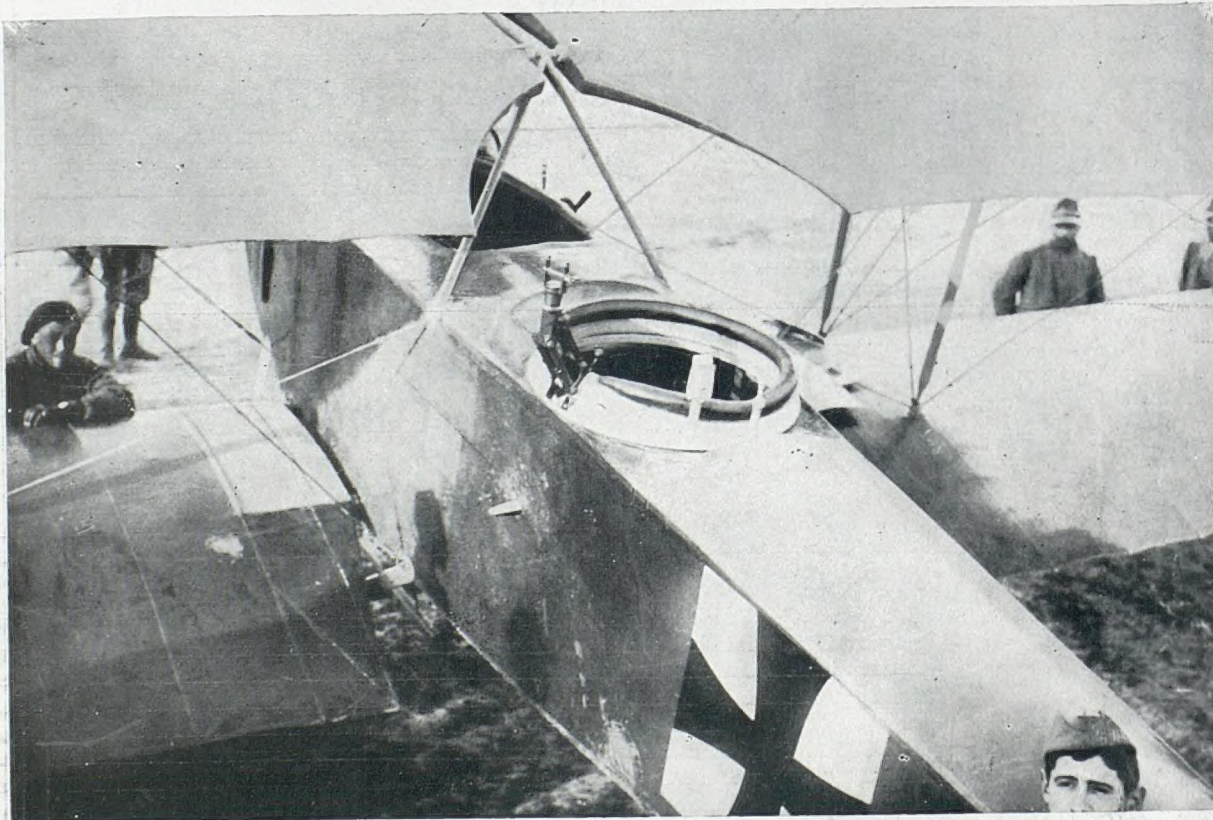
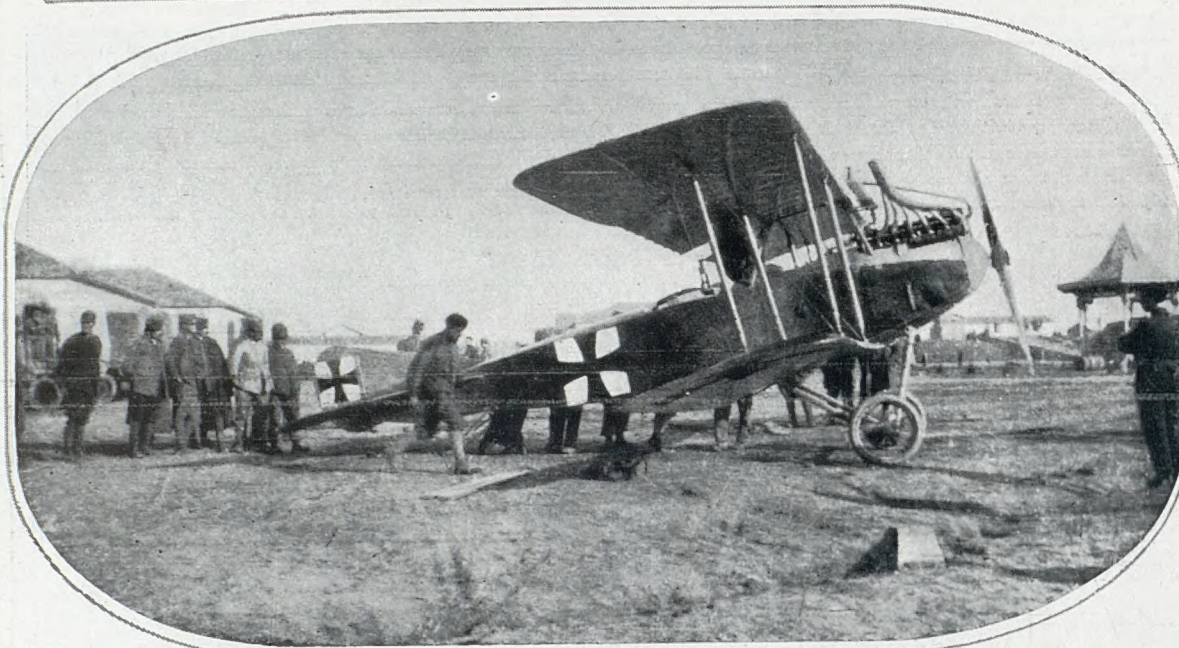
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SERVING UNDER SIR DAVID BEATTY'S FLAG AWAITING ORDERS.

projecting in the upper part of the illustration are those of the pair of guns mounted in the upper turret. We look out  
across the roof of the lower turret in advance, with its pair of guns, over which in chasing the enemy the upper turret guns  
fire—their concentrated discharge bringing four heavy shells on the target at once.—[Canadian War Records. Copyright Reserved.]



## German Air-Raids in the Balkans: A Captured Machine.



### BROUGHT DOWN BY THE ITALIAN TROOPS NEAR MONASTIR: A CAPTURED GERMAN BIPLANE.

An interesting point about this German biplane is the revolving seat for the observer, which was furnished with a machine-gun besides that controlled by the pilot in front. Writing from Salonika on February 27, Mr. G. Ward Price said: "The Germans have been making aeroplane-raids on a larger scale these last few days than for some time past. Janesh and the Karasuli villages

near the front have been bombed, and this afternoon 15 Albatrosses, profiting by a haze . . . appeared over the Allied camps around Salonika and dropped large bombs. . . . The raiders paid the toll of their exploit, one of their machines being brought down by an Allied airman at Gumendje on the way back to the frontier. The German officer piloting it was taken prisoner."—[Photo. by Photopress.]

## The Ill



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